

DEPARTMENT OF PARKS AND RECREATION

BOX 2390
S. MATEO 95811

(916) 322-6160

September 20, 1979

On June 8, 1979, the State Park and Recreation Commission approved the Preliminary General Plan for the San Mateo Coast Area. In the interest of economy, we are not reprinting the document; therefore, the preliminary plan can now be considered the final plan.

Enclosed are addenda containing Park and Recreation Commission Resolution 32-79 approving the plan, comments and responses on the plan's Environmental Impact Element, and a list of minor changes made by the Commission. If you have a copy of the plan, please attach these addenda, and replace the word "preliminary" on the cover with the word "final".

Sincerely yours,

George Q. Rackelmann, A.S.L.A.
Senior Landscape Architect

Enclosure

N-8118C

DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

P. O. BOX 2390, SACRAMENTO 95811



Resolution 32 - 79
Resolution adopted by the
CALIFORNIA STATE PARK AND RECREATION COMMISSION
at its regular meeting in Menlo Park
June 8, 1979

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for the San Mateo Coast Area; and

WHEREAS, this reflects the long-range development plan as to provide for the optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's General Plan for the San Mateo Coast Area, preliminary dated April 1979, subject to the following nine amendments and such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement carrying out the provisions and objectives of said plan.

1. Thornton - Group and individual overnight camping facilities and picnic facilities to be on lower bluffs with upper bluffs for day use only.
2. Pomponio - Leave parking on the west side of the highway.
3. San Gregorio - Some adequate and attractive substitute for macadam shall be found as a substitute for use of macadam on roads and parking areas, if financially possible.
4. Pescadero - Management of the marsh and the opening of the dikes to be reviewed and authorized by the Director.
5. On Page 37 add "Improve access out to the beach particularly in steep bluff areas."
6. Recognize role and responsibility in providing limited access and parking facilities for self-contained recreation vehicles of all sizes.
7. Do not phase out parking lots on west side of highways until east side lots prove feasible and safe.
8. This Commission shall review and, where possible, eliminate specific conflicts between this General Plan and Local Coastal Plans, when the latter are finally adopted.
9. No eucalyptus trees of historic, scenic, esthetic, or biological importance shall be removed with the understanding that eucalyptus trees shall be managed to achieve the purposes of the individual units of the State Park System.

RESPONSE TO COMMENTS
TO THE SAN MATEO COASTAL AREA GENERAL PLAN

THE SAN MATEO COASTAL AREA GENERAL PLAN WAS SENT TO THE FOLLOWING AGENCIES, ORGANIZATIONS, AND PERSONS:

The State Clearinghouse
Honorable Marz Garcia
Honorable John Foran
Honorable Louis J. Papan
Honorable Robert Naylor
The City of Daly City
The City of Half Moon Bay
The San Mateo County Planning Commission
Sierra Club Representative
Association of Bay Area Governments
Northern San Mateo County Sanitation District
San Mateo County Department of Parks and Recreation
City of Daly City Municipal Water Utilities Division
Citizens Utility Company of California
Half Moon Bay City Sanitation District
Coastside County Water District
San Francisco City and County Water Department
Central California Council of Diving Clubs, Incorporated
South Coast United Councils
Half Moon Bay Chamber of Commerce
Pescadero Community Council
Arthur Little Planning Consultants
Pescadero Marsh Committee
California Sea Grant
University of California, Santa Cruz
Keep Pacifica Beautiful
City of Pacifica Planning Department
Mr. Bill Tatomer
Mr. Jim Wheeler
Mr. and Mrs. Bob Payne
Mr. Dick Cochran
Mr. Craig Porter
Mr. Fran Pollard
Mr. Edward A. Flynn
The San Mateo Country Library, Central Library Branch

COMMENTS WERE RECEIVED FROM THE FOLLOWING AGENCIES, ORGANIZATIONS, AND PERSONS:

The Pescadero Community Council
The City of Daly City
The California Department of Transportation
The California Air Resources Board
The California Department of Fish and Game

Pescadero Community Coun
P.O. Box 249
Pescadero, CA 94060

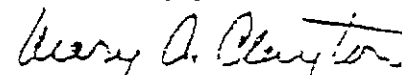
James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

The Chairman of the Pescadero Community Council asked me, as Chairman of the Local Coastal Program Committee, to respond to the Draft of the Preliminary General Plan for the San Mateo Coast Area. My review is attached. It addresses mainly local concerns.

The Plan is now available for additional review in Pescadero, and further comments may be forthcoming.

Very truly yours,


Mary A. Clayton, Secretary

Comments: San Mateo Coast Area General Plan, Department of Parks and Recreation

- Page 30, 2nd Par. (1) The historical sequence isn't right. The land bridge was gone long before the lighthouse was abandoned. 50 years ago, when I was a child, it was said that you could walk across, but we went by boat, and so did the Coast Guard. A U.S.G.S. map dated 1853 shows no land bridge.
- Page 33, 2nd Par. (2) The State has not acquired Finney Creek, nor any land south of the centerline of Ano Nuevo Creek.
- Page 33, last Par. (3) Historic remains at Ano Nuevo contain a small portion of the Steele Ranch.
- Page 34, 1st Par. The Steele Ranch is generally thought of as the Steele brothers' Ranch. The portion acquired by the State contained lands belonging to the second generation, Jay Steele and then to his wife Flora. (4) The Steele Ranch contained thousands of acres, I believe. Check with Catherine Steele, Palomar Hotel, Santa Cruz.
- Page 40 Ano Nuevo SR (5) Ano Nuevo Island. Also prevent vandalism and theft, which continues.
- Page 41, 1st Par. (6) Beach strawberries can't be protected in the elephant seal area.
- 7th Par. Add: Protect research facilities.
- Add new Par. (7) Reconstruct the historic lighthouse tower and restore coast guard buildings for use by UCSC scientists. This is a historic and visual grouping which should be preserved. It could be done through public subscription. The neat, white buildings and tower created a focal point for the whole sweep of the peninsula.
- Page 47, Par. 3 (8) Again, the coast guard facilities are just as historic as the Steele buildings, and should be preserved and/or reconstructed.
- Page 49, Pesc. SB (9) Sand from disturbed dunes which blows across the highway obstruct traffic should be returned to the beach so as not to deplete the littoral drift. At present it is removed by CalTrans and disposed of elsewhere.
- Dwg. No. 16844, Pescadero State Beach, Resource Element, Allowable Use Intensity: (10) It hurts every farmer in the area if prime land is used for other purposes - each distributor depends on a certain acreage to keep going, and any acreage lost threatens his business, and thereby the rest of us. You show camping, picnicking, etc., contrary to county zoning, the Coastal Act, and the needs of the community.

Dwg. No 16844, Ano Nuevo State Reserve - Plant Communities.

- (11) Lands outside the Reserve perimeter should have a 40 percent screen applied. Failing to distinguish visually from park land creates added problems for private owners who already have constant difficulties with trespass, theft, and vandalism. No part of the area south of Ano Nuevo Creek has been acquired, and the State has told the owners that a letter disclaiming interest in acquisition is forthcoming. The Reserve boundary is not clearly delineated on all the Ano Nuevo maps; screening would do it.
- (12) The State has completed purchase of the Char lands north of the Reserve. The property line should be revised and plant communities identified.
- (13) No agricultural land south of Ano Nuevo Creek has been abandoned in fact, more is being brought under irrigation.

Dwg. No 16844, Ano Nuevo SR - Allowable Use Intensity, 2 of 2

- (14) Delete hatching and heavy line W and S of highway which could be interpreted as a property line. Clearly show the property line down Ano Nuevo Creek. Apply 40 percent screen to lands outside Reserve.

Dwg. No. 16844, Ano Nuevo State Reserve, Cultural

- (15) Same comment.

Pg. 136, 1st Par. (16) There were 15 fatalities in a 5-mile stretch of Cabrillo Highway (Highway 1) just north of Pescadero in 1978.

3rd Par. from bottom (17) "Recreation needs and uncontrolled visitor attendance . . ." We have seen the traffic congestion vanish at Ano Nuevo SR when the reservation system began. The bus service has eased it further. A reservation system should be instituted at all parks and beaches in San Mateo County.

Pg. 140, 1st Par. (18) Add: "Discourage highway parking by cooperating with other agencies and posting "emergency parking only" signs, particularly adjacent to agricultural lands."

Pg. 143, 2nd Par. (19) Ano Nuevo acreage should include Char lands recently acquired, from bottom and not include any lands south of Ano Nuevo Creek.

Dwg. No 16843 - Traffic and Parking Investigation

- (20) The Map shows beach south of Ano Nuevo Creek as part of the Reserve. Correct this or buy the beach.

Figure 32

- (21) Correct the Ano Nuevo State Reserve boundary line to Ano Nuevo Creek.

Figure 33

- (22) Same correction.

Dwg. No. 16843, Soil Type Plot Plan, 3 of 3

- (23) Same correction. Delete heavy property line south of Ano Nuevo Creek.

Dwg. No 16843, General Plan, Pescadero State Beach.

- (24) It is essential that the agricultural land be utilized to its best advantage. All means of preventing crop theft and vandalism should be employed. With the energy shortage, consideration should be given to decreasing auto parking and increasing bus parking.

Dwg. No. 16843, General Plan, Ano Nuevo State Reserve, 1 of 1

- (25) Delete acquisition line south of Ano Nuevo Creek. The State has told the owners that they are dropping the acquisition proposal.

Pg. 183, 4.

- (26) Including "Ano Nuevo Creek" as part of the Reserve is damaging to private owners, who own to the centerline west of Highway 1 and all of it east of the highway. This statement encourages trespass on private lands. Delete this reference.

Dwg 16843, All General Plan Maps.

- (27) Add symbol denoting agricultural use. and apply it wherever there is prime land.

Dwg. 16843, General Plan, Pescadero State Beach, 1 of 1

- (28) The Pescadero Community Council is on record as opposing park use of any agricultural land. This area has some of the best soils. The text proposes conversion of agricultural lands to scenic open space, contrary to Resource Management Zoning and the Coastal Act.

- (29) Provide public telephones and restrooms at all access points, including those west of the highway.

Pg. 176, Proposed Addition

- (30) The state is dropping plans for acquisition south of Ano Nuevo Creek. Delete.

- (31) Include Char property, which was purchased, and exclude Coastways Beach, which is being dropped. At least screen it

- Noting the drop-off in highway congestion since the gas shortage, the ratio of car parking to bus parking should be re-examined.
- (32) Perhaps regular bus service along the coast would eliminate much of the bus parking.

Pg. 181, Pescadero State Beach.

- (33) A second secondary theme should be added, relating to the importance of reserving the best prime land for agriculture.
- Visitor orientation should include information about local crops,
- (34) and the contribution this area makes in providing specialty items for the nation's table.

Pg. 183, Interpretive Programs, 3rd Par.

- (35) The success of the Sam Trans bus service should be noted.

Pg. 198, 2nd Par. (36) We don't consider this a resort area. It is a farming/recreation area here on the south coast.

Pg. 205, 2nd & 3rd Paras. (37) Irrigation decreases erosion by rockfalls, as the sandstone is no longer is exposed to seasonal wet and dry periods and consequent expansion and shrinking which lead to cracks and rockfalls.

Pg. 206, 1st Par. (38) Please. "the town of Pescadero", not Pescadero City.

Pg. 208, 7th Par (39) Wave action and subsidence have also increased erosion of sea-cliffs and bluffs.

Pg. 210, 2nd Par. (40) Significant Environmental Effects: Highway 92 has a greater problem than Devils Slide.

Pg. 210, 3rd Par. (41) "Demand" needs to be geared to availability of beach space, and Sig. Env. Effects can be controlled by reservations.

2nd Par. (42) ". . . particularly over Devil's Slide and Highway 92, is . . ."

4th Par. (43) "stream and off-stream reservoirs "

Pg. 211, Effects on Soils (44) In fragile areas, consideration of using permeable road and parking lot surfaces should be considered to mitigate erosion.

Pg. 212, Add Par. Effects on Agriculture

(45) If land is left in production, as this community feels it should be, there will be beneficial impacts for the farmers who make their living here. If the State plan takes land out of production, the impact on this community is substantial.

Pg. 213, 1st Par. The socio-economic impact of removing some of the best prime land from production includes displacement of families who work the land, loss of ADA to our poverty-stricken School District, (46) crop loss, income loss to the community, income tax loss to the State, and more important, a threat to the viability of agriculture in this area, and its consequent affect on the packer.

Pg. 213, 3rd Par. Removal or occupancy by Park personnel of existing farm labor housing is detrimental to the continuance of agriculture in this (47) area. Farm Labor housing is in very short supply. It should not be removed until local replacement housing is available.

Pg. 213, Effects on Human structures can enhance a vista, i. e., a cluster of farm Aesthetics buildings, the coastguard complexes at Pigeon Point and Ano Nuev (48) These are the vistas which are most photographed.

Pg. 215, Pescadero (49) Peas, not sweet peas, please.
SB, 1st Par

Page 216, 11 Stabilized dunes grow on the windward side, catching sand. Dune (50) stabilization will need to be mitigated by providing equivalent sand to the littoral drift.

Pg. 217, No Development Add: " . . . and will permit agriculture to expand, rather (51) than contract. "

Pg. 218, The Relationship Between Local Short-Term Use, etc.

(52) This speaks of possible short-term use of park lands for agriculture. "were it not within the State Park System". The State was fully aware, when it purchased this land of Coastal Act policies affecting agricultural land. The State should avoid buying such lands, but having bought them, should lease them indefinitely for agricultural purposes. This farming community cannot afford to have some of its best lands taken out of production.

Growth Inducing Impacts, 2nd Par.

(53) " . . . residential. agricultural and commercial development. "

Pg. 221, 2nd from (54) The Resource Management District was adopted in 1973.
bottom

Respectfully submitted.

Mary A. Clayton



DEPARTMENT OF COMMUNITY DEVELOPMENT
CITY OF DALY CITY

Sullivan Avenue and 90th Street
Daly City, California 94015
(415) 992-4500, EXT. 277

April 19, 1979

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

The following are our comments on your San Mateo Coast Area General Plan and Draft EIR - Preliminary Draft, March, 1979, specifically relating to Thornton State Beach:

1. There is no information on existing conditions or the impact of proposed development for any of the areas proposed for acquisition and park expansion. Brief mention of the geology, only general discussion of drainage and erosion problems, and no discussion of existing biota, especially for the blufftop properties on either side of the access road, seem to limit any decisions on possible impacts and necessary mitigation measures. (pages 15 - 16, figures 2 - 3, and pages 198 - 199)
2. Recommendation of encouraging bus use (middle of page 139), we recommend that negotiations with Westlake Shopping Center be conducted to provide an area for beach user parking. (We have initiated this idea and would appreciate your support).
3. Recommendation and planned use of abandoned highway 1 right-of-way for public trail use (page 139 and figure 35) should be deleted. We have made the comment in the past in review of Thornton Beach development plans. It is a policy in our draft Coastal Plan to disallow any access on this terrace and to restrict lateral access to the beach. Our criteria and reasoning follow your policies on page 37 (the 3rd, 4th, 8th, and 21st). Basically, we feel the terrace is too unstable and unsafe for hikers and beach users below as well as to the bluff face itself.
4. The information on the property north of the access road on the blufftop is incorrect. The 5.3 acre is privately owned, one set of 3 parcels totaling 4.3 acres and the southern-most triangle of 1.5 acres. The ownerships are listed for San Mateo County Assessor's book 2, block 011, parcels 2, 11, 12, and 13.

April 19, 1979

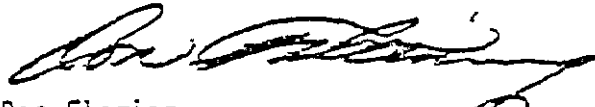
Page Two

5. The Caltrans and Daly City owned properties designated for acquisition beginning about 2500 ft. south of the existing boundary at the northern edge of Daisaku Ikeda Canyon (otherwise known as Wood's Gulch) should be modified to one of the following:

- (59)
- a) include all publicly owned property west of the residential developments and develop them for safe public access and use to their full environmentally safe potential, or
 - b) delete these areas and allow Daly City to continue with its development plans for these areas:

(60) 6. Add separate pedestrian and bicycle access trails from Skyline Boulevard (highway 35) to the parking lot on the lower terrace. This would help implement your recommendation to "encourage bicycling and hiking to the beach" (page 139).

Sincerely yours,



Don Fleming
Director of Community Development

DF/vjm

April 23, 1979

04-SM-1, 84, 92

Comments from Caltrans, District 4 concerning the Draft of Preliminary San Mateo Coast Area General Plan in San Mateo County, State Clearinghouse No. 79032610.

(61) Page 135 - Recommendations: Concentrating the improvements in the northern 20 miles where the traffic congestion problems now exist does not seem to be a redistribution. This would appear to aggravate a problem which now exists. The document does not adequately address the impacts and specific mitigation measures for the generated increased traffic.

(62) Page 136-138 - Route 1. There is no current commitment of funds by Caltrans for the planned improvement from Sharp Park Road to San Pedro Road. It is not in our current State Transportation Improvement Program but is listed as a candidate for future inclusion.

(63) The Devil's Slide Bypass - EIS process is underway. Completion of the environmental document may take two years; however, locations of the alternative alignments are essentially known.

(64) The adopted Route 380 between Route 280 and Route 1 was rescinded by the California Transportation Commission on March 23, 1979.

(65) Page 139 - It is not clear how bicycle trails will alleviate the traffic congestion.

(66) Recommendations for special priority for bus transportation is not a true mitigation measure if there are no plans for implementation. There are no current bus routes serving the beach areas.

(67) Page 147, figure 30. Much of the data presented in the Traffic Summary is not correct. The purpose of this summary is not clear to us.

(68) Page 213 (Land Use), 216(#14), 162, General Plans (Specifically Drawings 16843, Sheets 1 & 2).

There appears to be an inconsistency in the San Mateo Coast Area General Plan and in particular the Environmental Impact Element. The statement is made several times (see page 216, #14) that this document does not propose acquisitions of any lands yet the General Plan maps show delineated areas as "Acquisition Proposal." It seems inconsistent to prepare a document of "Proposed Developments" and their impacts in an area shown for future acquisition and refrain from addressing the impacts of acquisition needed for the proposed developments.

Also, page 213, 1st paragraph states that this General Plan is in conflict with Caltrans' proposed Devil's Slide project. This would appear to be true only if "acquisition is proposed" from the right of way presently owned by Caltrans in the proposed Route 1 alignment. In addition, the General Plan map does not show the property owned by Caltrans in this acquisition area.

Page 216, #1 - Existing vehicle codes already permit citations for illegally parked vehicles in State highway right of way. It is not clear how the presence of additional parking will generate increased enforcement or make enforcement any more effective.

Caltrans cannot be committed to financing improvements noted as mitigation measures, however, we will cooperate with the Department of Parks and Recreation on matters of mutual concern.

We request a copy of the Final EIR - General Plan and any other subsequent actions or documents before the Notice of Determination is filed. The addressee should be -

Caltrans District CEQA Coordinator
Engineering Services Branch
P. O. Box 3366, Rincon Annex
San Francisco, CA 94115

JERRY F. O'SHEA, Chief
Engineering Services Branch

AIR RESOURCES BOARD

2200 STREET
 SACRAMENTO, CA 95812
 (916) 322-5350



- To: 1) L. Frank Goodson
 Projects Coordinator
 Resources Agency
- 2) Mr. James M. Doyle
 P.O. Box 2390
 Sacramento, CA

Subject: Preliminary Draft - San Mateo Coast General Plan, SCH No. 79032610

ADEQUACY OF AIR QUALITY ANALYSES

Analysis of:	Adequate	Inadequate	Comment Number
Existing Air Quality in Area	<u>X</u>	<u> </u>	<u> </u>
Existing Emissions in Area	<u>X</u>	<u> </u>	<u> </u>
Project Emissions	<u>X</u>	<u> </u>	<u> </u>
Project Impact on Air Quality	<u>X</u>	<u> </u>	<u> </u>
Mitigation Measures to Minimize Impact of Project	<u> </u>	<u>X</u>	<u>(1)</u>
Alternatives to Project	<u>X</u>	<u> </u>	<u> </u>
Growth Inducing & Cumulative Impacts of Project	<u> </u>	<u>X</u>	<u>(1)</u>

POTENTIAL EFFECT ON AIR QUALITY

	Comment Number
<u> </u> Beneficial: will probably tend to improve air quality.	<u> </u>
<u> </u> No substantial adverse effect.	<u> </u>
<u> </u> Adverse: will likely degrade air quality.	<u> </u>
<u>X</u> Unknown.	<u>(1)</u>
<u> </u> No comment.	<u> </u>

COMMENTS

- (1) It is difficult to estimate the adverse impact on air quality and traffic congestion for forty miles of coastline because of the addition of 2,785 parking spaces (1,524 existing). Yet, it appears that such an addition will degrade existing air quality and traffic flow. "...The plan proposes that visitor access be oriented away from motor vehicles and toward mass transit...", but this aspect needs to be strengthened. The Metropolitan Transportation Commission and San Mateo County Transportation District were not among the list of organizations consulted in preparation of the plan. These organizations are the regional and local agencies responsible for planning transportation systems. It would be helpful in the planning process to ascertain the feasibility, and/or extent of the transportation service planned for this area. Transit needs for urban dwellers as well as coastal accessibility, stressed in the California Coastal Act, are goals that can be met to benefit air quality and reduce traffic congestion. Inclusion of background information on the existing transportation system and description of real alternatives which provide access by non-automobile modes would help meet the goals of Coastal Planning and help mitigate growth induced impacts on air quality.

RECEIVED
MAY 5 1979
HFI

1. RESOURCES BOARD REVIEW OF FINAL EIR

Yes No X Not Applicable

Gary Agid, Chief
Statewide Planning Branch

cc: Metropolitan Transportation Commission
San Mateo County Transit District

Memorandum

To : 1. L. Frank Goodson
Projects Coordinator

Date: April 19, 1979

2. Department of Parks and Recreation
Post Office Box 2390
Sacramento, California 95811

Telephone: ATSS (425) 3531
916 (445) 3531

From : Department of Fish and Game

Subject: San Mateo Coast Area General Plan, Draft of Preliminary, Department of Parks and Recreation SCH 79032610

Department of Fish and Game personnel have reviewed the draft report and believe adequate coverage has been given most areas, although several omissions have been noted.

As identified in the report, the endangered San Francisco garter snake exists in various locales along the San Mateo coast. Several potential habitat areas have been identified in the report as well as two known areas of sightings. It should be noted that Department personnel have made a sighting of the garter snake in the coastal marshland of Cascade Creek, an area to be included in Ano Nuevo State Reserve. Also, Whitehouse Creek is a known locale for the garter snake. The impoundments of Lower Green Oaks Creek are potential habitat areas for the San Francisco garter snake.

The report is deficient in that no mention is made of silver salmon and steelhead trout which migrate into several of the streams flowing through park areas and into the ocean. These streams include the Pescadero/Butano system, San Gregorio Creek, Pilarcitos Creek, and Frenchman's Creek. Passage into and out of the stream by adult and juvenile salmonids is directly dependent on the confluence of the stream to the ocean. Therefore, the annual breaching of the sand bar by the stream is very important to spawning success of anadromous salmonids. The Pescadero and San Gregorio Creek lagoons also provide nursery habitat for juvenile silver salmon and steelhead trout.

The California brackish water snail, proposed for inclusion on the "Endangered Species" listing, is found in the Pescadero Marsh area. The report should identify the presence of this snail and need for its protection.

The Department of Fish and Game is in the process of updating the "California Fish and Wildlife Plan." The wetlands and riparian areas will be designated as "Areas of Significant Biological Importance."

The plan mentions some of the designated areas and their importance to wildlife. Our area of concern is the breeding area of the yellowthroat in the wetlands area of Franklin Point. Trails in this area should be coordinated with the Department. Trails in the coastal dune areas must be carefully planned in order to protect the fragile plants.

1. E. Frank Goodson
Projects Coordinator

2. Department of Parks &
Recreation

2

79 Department of Fish and Game personnel are available to discuss the above comments and recommendations. To arrange a meeting, please contact Mr. L. V. Toffoli, Regional Manager, Region 3, Department of Fish and Game, Post Office Box 47, Yountville, California 94599, telephone (707) 944-2443.

EC *Fullerton*
Director

COMMENTS WERE RECEIVED FROM THE FOLLOWING AGENCIES, ORGANIZATIONS, AND PERSONS:

The Pescadero Community Council
The City of Daly City
The California Department of Transportation
The California Air Resources Board
The California Department of Fish and Game

RESPONSE TO COMMENTS FROM THE PESCADERO COMMUNITY COUNCIL:

1. Historical references state that some of the materials for the lighthouse were brought to the island by wagon. If this statement is true, then the wagons were probably pulled across at low tide. The wagons may have gone through low tide waters as they were pulled across land. This concept is what was meant by the words "land bridge". Perhaps the use of those words was misleading.
2. Last year when this report was being drafted, the State of California was negotiating the purchase of land which included Finney Creek. At present, that acquisition has been dropped.
3. The Steele Ranch complex refers to the cluster of buildings at Ano Nuevo, and does not refer to all Steele Ranch property.
4. IBID; the final General Plan (page 34, paragraph one) will be altered to read: "The Steele Ranch, located at Ano Nuevo, consists....."
5. Prevention of all crime in any unit of the State Park System is standard operating procedure.
6. Beach strawberries are not considered rare or endangered and, therefore, will not be protected from the elephant seals.
7. This Department decided not to spend hundreds of thousands of taxpayers' dollars to refurbish the island structures because the island is closed to the public, because the Coast Guard facilities are altogether delapidated, and because the facilities can only be seen from one-half mile away. This Department, with the concurrence of the University of California, Santa Cruz, decided to allow the structures to weather away and then be removed before they become a hazard to man or animal.
8. IBID.
9. It is the understanding of this Department that the California Department of Transportation is depositing the sand on the beach.

10. It is the general policy of this Department not to acquire prime agricultural lands without granting a conservation easement which allows continued agricultural use of the property and prohibits any future residential, commercial, or industrial use of the land. Camping and picnicking facilities depicted on Drawing No. 16844 are not contrary to either county zoning ordinances or the Coastal Act. Section 6315, Items p and q of the County of San Mateo Open Space and Conservation Element, specifically stipulates that public recreation and campgrounds are permitted uses of the area. Please see page 196, paragraph five, and Appendix A, page 225 of the text.
11. A heavier State Reserve boundary line may be an easier and economically more feasible way of delineating areas within each unit than screening adjacent lands. Property lines are shown correctly, and plant communities are identified correctly on the subject map.
12. IBID.
13. The word "abandoned" was a misleading term. Drawing No. 16844, entitled Plant Communities, will be altered in the final General Plan to: "Land not presently in agricultural use at the time of mapping".
14. The property line symbol is correctly shown. The heavy dashed line correctly delineates the area of proposed acquisition. While a 40 percent screen applied to the lines outside the State Reserve might help depict the property ownership information, screening would not improve the delineation of the allowable use intensity, which is the purpose of that map.
15. IBID.
16. Your comment substantiates the traffic hazards on Coast Highway 1 mentioned in the General Plan.
17. The current reservation system for groups and individual campsites organize visitor use. This computerized system is a convenience for the State Park System visitor by assuring him/her a campsite upon arrival at the State Park System unit. The reservation system at Ano Nuevo State Park limits visitor use of an ecologically sensitive area. A reservation system which organizes and limits use may not be appropriate for a unit classified as a State Beach, is not necessary or economically feasible for the 10-15 days per year of overcrowding and enhanced traffic congestion. There is considerable public value in casual and spontaneous use of public beaches which would be lost without a reservation system.
18. This Department cooperates with other agencies to discourage parking on highway shoulders. More effective methods for parking control, with less visual impact than signs, will be designed and will be implemented.
19. The Ano Nuevo acreage includes all the lands shown within the "existing State Park boundary" symbol on Figure 41 of the text. The depicted boundary is correct.

20. As of May 4, 1979, the Real Estate Services Division of the Department of General Services was directed by this Department to prepare a second appraisal for the subject property. A decision as to whether or not to drop this acquisition project will be made after the second appraisal is complete.
21. IBID.
22. IBID.
23. IBID.
24. The prime agricultural land is retained for agricultural use. Control of vandalism is discussed on pages 187 and 188. The plan proposes to increase bus service and establish organized parking facilities, resulting in a decrease of automobile parking.
25. See response to comment No. 20.
26. The inclusion of Ano Nuevo Creek as part of the State Reserve for educational and interpretation purposes does not encourage trespass and is no more damaging to contiguous private owners in this location than in any other location.
27. All of Drawing No. 16843, entitled General Plan, depicts public use and access facilities, not land management practices. The management of the lands within State Park System jurisdiction is discussed in the Resource Element of the plan. Please see pages 7 through 47. Symbols designating land management, such as agriculture, wetland preserve, tidepool area, etc., will confuse the public use and access facilities portion of the report.
28. The Pescadero Community Council's opposition to this Department's use of any agricultural land is noted and will be included as a portion of this General Plan's formal record. The text proposes conversion of approximately three acres of prime agricultural land for parking, orientation and interpretive facilities. This proposal is not contrary to either county zoning or the Coastal Act. Please refer to response to comment No. 10 and page 215, paragraph five, of the text.
29. The provision for restrooms for each State Park System unit is specifically discussed under "Proposed Development". Access to telephones is discussed on page 183 under "Utilities". If and when specific development is budgeted and proposed for implementation, detailed restroom and telephone facilities will be planned.
30. Please refer to response to comment No. 20.
31. The boundary is correctly depicted.
32. A depleting gasoline supply and regular bus service were anticipated and calculated into the planning of parking facilities. The provisions for parking facilities will be reevaluated if and when specific development is budgeted.

33. State Park System Interpretive Specialists consider the interpretation of agriculture more appropriate at the Steele Ranch (Ano Nuevo State Reserve) and at the Caughey Ranch (Pomponio State Beach). The specialists consider the subject area more suitable for interpretation of a marsh area/wetland habitat, especially with respect to the State Park System classification of a Natural Preserve.
34. IBID; the Pescadero Community Council's suggestion to include information about local crops will be included as a portion of this General Plan's formal record and available to the State Park and Recreation Commission.
35. The final General Plan, on page 183, paragraph three, will be amended to include: ".....and a decent liaison with consideration of public transportation schedules."
36. The word "resort" on page 198, paragraph two, will be changed in the final General Plan to the word "recreation".
37. Irrigation may decrease erosion which causes rock falling, but earthquaking is the major cause of rock falls in this area. Cultivation, overgrazing and other human activity are the major cause of soil erosion, which causes rilling, gullies, and topsoil depletion.
38. The final General Plan will be amended on page 206, paragraph one, to read: "The town of Pescadero".
39. Wave action and subsidence constantly erode the sea cliffs and bluffs.
40. The final General Plan will be amended on page 210, paragraph six, to include Highway 92, as well as Highway 1. Traffic on Highway 92 will be considered a Significant Environmental Effect.
41. Accessibility of the beach area is the limiting factor, not availability of beach space. Theoretically, over 120,000 people can be accommodated on the 282 acres of beaches along this San Mateo Coastal Area. The roadway system cannot accommodate the traffic generated by the available beach space. Please see response to comment 17.
42. Please refer to response to comment No. 40.
43. The final General Plan will be amended on page 210, paragraph eight, to include "off-stream reservoirs".
44. Please refer to mitigation measure No. 5 on page 216 of the text.
45. Please refer to response to comment No. 28.
46. IBID.
47. IBID.
48. The final General Plan will be amended on page 213, paragraph seven, to describe, ".....inappropriate or infeasible human structures.....". Please refer to response to comment No. 7.

49. The final General Plan will be amended to delete the word "sweet".
50. Your suggestion of providing equivalent sand to the littoral drift for the purposes of mitigating dune stabilization on the windward side will be forwarded to the staff of this Department's Natural Heritage Section. This staff is responsible for the actual planning and maintenance of specific dune stabilization practices.
51. Allowing for the continuation of the current uses and existing facilities will not permit agricultural to expand or contract, but to continue as present.
52. It is the general policy of this Department to not acquire prime agricultural land without granting a conservation easement which allows continued agricultural use of the land and prohibits any further residential, commercial, or industrial use of the land. Please refer to response to comment No. 10.
53. IBID.
54. Resource management districts were probably adopted in 1973. However, the county resource management zoning ordinance was passed in 1964.

RESPONSE TO COMMENTS FROM THE CITY OF DALY CITY:

55. This plan does not propose acquisition of any land as an addition to the State Park System. Land not currently owned by this Department and depicted on any drawing is for long-range planning purposes only, and does not indicate the probability or commitment by this Department to purchase any land. Since this Department does not own the subject property, resource inventories, resource management plans and impact analyses were not done. Decisions on possible similar impacts are not proposed for land not currently owned by the California Department of Parks and Recreation. Mitigation measures are also not included. Please refer to page 213, paragraph four, and page 216, No. 14, of the text.
56. This Department will likely coordinate with the City of Daly City concerning their negotiations with Westlake Shopping Center, to provide beach user parking, should specific development be proposed. This Department completely supports Daly City's efforts to encourage bus use.
57. The reference to CALTRANS right of way on page 139, paragraph eight, does not include nor hopefully imply a specific bike trail following the abandoned right of way south of Thornton State Beach. As in portions of Santa Barbara County, bike, hiking, and equestrian trails follow the highway alignment with recreational trails spurs through units of the State Park System. No specific trails facilities have been planned. If and when specific trail alignments are proposed, the resource management policy stated on pages 37 and 38 will be adhered to during the planning/drafting phases.

58. The final General Plan will be amended on page 160 to read: ".....one parcel on the upper terrace north of the entrance road is privately owned and one parcel south of the entrance road to Mussel Rock is an abandoned highway corridor currently owned by CALTRANS".
59. The intent of this portion of the General Plan is to encourage Daly City to continue its development plans within the subject area. The hypothesis of this proposal is to possibly provide a pedestrian-only linkage between the State Beach and the proposed City-owned park at Mussel Rock.
60. Separate pedestrian and bicycle access trails from Skyline Boulevard to the parking lot on the lower terrace is appropriate and will be included in the specific unit development plans, if and when specific development is budgeted or proposed for implementation.

RESPONSE TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION:

61. The emphasis of beach access areas within the northern 20 miles may help to contain the congestion in the area in which it originates and currently exists. Reorganizing and limiting facilities within this area and emphasizing and planning for public transit within this area may alleviate some of the existing congestion. The word "redistributing" may be a misleading term.

This document adequately discusses the general impacts and general mitigation measures for the possible traffic increase. Please refer to page 210, paragraph seven, and page 191, paragraphs three and four, of the text.

62. The final General Plan will be amended on page 136 to state that improvements on Highway 1 may become part of the State Transportation Improvement Program.
63. The final General Plan will be amended on page 138, paragraph one, to incorporate this information.
64. The final General Plan will be altered on page 138, paragraph two, to include the decision by CALTRANS to rescind this route.
65. Bicycle trails will encourage people to use bicycles. Increased bike use decreases car use and, consequently, decreases congestion.
66. As stated repeatedly in the report, this General Plan is a long-range policy plan; i.e., a guide to the specific development of units of the State Park System during the next 20 years. If and when specific development is budgeted or proposed for implementation, then specific provisions will be planned. Example: actual coordination with the City of Daly City concerning negotiations with Westlake Shopping Center for beach user parking and shuttle service to Thornton State Beach may be initiation. Recommendations for special priority for bus transportation

is a true mitigation measure with respect to the degree of specificity of this General Plan and which directs this Department's specific facilities planning throughout the next 20 years.

67. The data presented in the Traffic Summary was obtained from CALTRANS in Sacramento; "1977 Traffic Volumes on California State Highways" (please note footnote 1). The purpose of the summary is to document the roadway accessibility and use from the major, proximate metropolitan areas.
68. This plan does not propose acquisition of any land as an addition to the State Park System. Land not currently owned by this Department and depicted in any drawing is for long-range planning purposes only and does not indicate the probability of or commitment by this Department to purchase any land. Since this Department does not own the subject property, resource inventories, resource management plans, and impact analyses were not done.
69. Last year when this report was being drafted, the California Department of Parks and Recreation identified the subject property as an area of interest, a possible proposed acquisition project. To date, no decision has been made by this Department to initiate negotiations for purchase. The final General Plan will be amended on page 213, paragraph one, to read, "but may conflict with.....".
70. Page 216, paragraph one, does not state that existing Vehicle Code prohibits the issuance of citations for illegally parked vehicles in State Highway right of way or that rangers do not currently cite illegally parked vehicles.

If and when specific development is proposed for implementation, then provisions for increased operational staff are also placed into the budget. An increased operations staff, rangers "emphasizing their authority to ticket illegally parked vehicles", and the presence of well designed, marked, and legal parking areas will generate increased enforcement and make enforcement more effective.
71. This Department does not consider, and never has considered, CALTRANS' committed to financing improvements noted as mitigation measures. This Department appreciates CALTRANS' offer to "cooperate with the Department of Parks and Recreation on matters of mutual concern".
72. The California Department of Transportation routinely receives copies of this Department's Environmental Impact Reports through the State Clearinghouse process. This General Plan, including final EIR, will be no different. CALTRANS will be informed of "any other subsequent actions or documents before a Notice of Determination is filed". The San Francisco address has been noted and included in this project's mailing list file.

RESPONSE TO COMMENTS FROM THE CALIFORNIA AIR RESOURCES BOARD:

73. As stated in response to comment No. 66, this General Plan is a long-range policy plan which guides the possible, specific development of units of the State Park System during the next 20-year period. If this plan is approved, this Department will formally adopted the policy of orienting the visitor away from motor vehicles and toward mass transit. Should specific development be proposed, then this policy will guide all developmental planning. During the planning stages of any specific development, the metropolitan transportation community, the San Mateo County Transportation District, the Westlake Shopping Center, etc., will likely be contacted to ascertain the feasibility and/or extent of the transportation service plans for this area. Background information on the existing transportation system may be included and descriptions of specific alternatives which provide access by non-automobile modes will be included in the text of any specific development proposal.

Since this coastal area is almost exclusively affected by vehicular exhaust emissions, any increase of traffic will further degrade existing air quality and further congest traffic flow. Please refer to page 210, paragraph seven, and page 212, paragraph nine, of the text.

Mitigation measures to minimize impact of the proposed project and growth-inducing and cumulative impacts of the proposed project are adequately discussed in the General Plan, relative to the degree of specificity of the plan.

RESPONSE TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF FISH AND GAME:

74. As identified in the General Plan, the San Francisco garter snake has been sighted in the coastal marshland of Cascade Creek and Whitehouse Creek and has every probability of occurring in the impoundments of Lower Green Oaks Creek.
75. The General Plan contains a resource element which is based upon a resource inventory. This resource inventory lists the floristic and faunistic species for habitat areas within each unit of the State Park System. These resource inventories mention both silver salmon and steelhead trout species with reference to the Pescadero/Butano stream system, San Gregorio Creek, Pilarcitos Creek, and Frenchmans Creek. Please refer to page 191, paragraph seven, of the text.

The staff of this Department is aware that mouths of streams are nursery areas for fish, and anadromous salmonids enter the streams to spawn when the streams are open to the ocean. Since it is not a function of this Department to breach sand bars, this Department does not have the staff or equipment to regularly breach sand bars to allow for passage of fish. Consequently, breaching the sand bars is not a policy of the resource management element.

This Department supports the California Department of Fish and Game's efforts and policies concerning the breaching of these sand bars. This Department has previously assisted the California Department of Fish and Game in efforts of mutual concern.

76. The California brackish water snail was not included with the San Francisco garter snake or black rail as animals needing special protection at Pescadero Marsh because the snail was not known to exist there at the time this report was written. The final General Plan will be altered on page 39, paragraph 8, to include the California brackish water snail.
77. This Department appreciates receiving the information that the "California Fish and Wildlife Plan" is being updated. We request a copy when the document is completed.
78. The breeding area of the yellowthroat in the wetlands area of Franklin Point is just north of State Park System property, and no trails alignments have been proposed for this area.

The yellowthroat is listed in the Ano Nuevo State Reserve Resource Inventory. The alignment of any trails within this State Reserve will be done so as to have no impact or the least possible impact upon any species.

79. This Department appreciates the California Department of Fish and Game's offer to meet and discuss issues of mutual concern.

G-5800C

ADDENDA: San Mateo Coast Area General Plan

- Page vi: replace "Summary Chart" with attached chart.
- Page 3: add last paragraph--"The State Park and Recreation Commission shall review and, where possible, eliminate specific conflicts between this General Plan and local coastal plans, when the latter are finally adopted."
- Page 37: add, after eighth policy--"Improve access out to the beach, particularly in steep bluff areas."
- Page 38: add, after fourth policy--"Not remove eucalyptus trees of historic, scenic, esthetic, or biological importance, with the understanding that eucalyptus trees shall be managed to achieve the purposes of the individual units of the State Park System."
- Page 46: under Pascadero State Beach, add to first paragraph--"The Director will determine and authorize the best way to manage the marsh so as to enhance and preserve the plant and animal populations and, at the same time, to allow for compatible visitor use that will not be detrimental to the marsh ecosystem."
- Page 136: replace chart with attached chart.
- Page 139: add after fifth paragraph--"Recommendation: It is recommended that the Department recognize its role and responsibility in providing limited access and parking facilities for self-contained recreational vehicles of all sizes."
- Page 140: add to first paragraph--"Do not phase out parking lots on the west side of the highway until the east side lots prove feasible and safe."
- Page 160: replace page with attached page.
- Page 161: replace with attached General Plan for Thornton State Beach.
- Page 170: under San Gregorio Beach Area West of Highway 1, add second sentence to 1) Parking--"An adequate and attractive alternative to macadam shall be found for use on roads and parking areas, if financially possible."
- Page 177: eliminate "CONTACT STATION" from Green Oaks Creek parking area.

RARE OR ENDANGERED SPECIES	Other rare or endangered plants/animals are known to exist at the Montara unit's proposed acquisition. They include —								
	Montara Manzanita (<i>Arctostaphylos montaraensis</i>) —								
	Davy's Lupine (<i>Lupinus arboreus</i> var. <i>eximius</i>) — San Bruno Mountain Elf-in Butterfly (<i>Callophrys mossii bayensis</i>)								
	Ando Nuevo State Reserve — Gairdner's yampah (<i>Perideridia gairdneri</i> ssp. <i>gairdneri</i>)								
	Brown pelican and other birds are not mentioned here because they do not nest in the area.								
	SAN FRANCISCO GARTER SNAKE SIGHTINGS					■		■	
	SAN FRANCISCO GARTER SNAKE HABITAT		■	■	■	■		■	
PLANT COMMUNITIES	COASTAL CHAPARRAL		■						
	NORTHERN COASTAL SCRUB	■	■		■	■	■	■	
	INTRODUCED ANNUAL GRASSLAND		■	■	■	■		■	
	FRESHWATER MARSH				■	■		■	
	RIPARIAN		■	■	■	■	■	■	
	COASTAL STRAND	■	■	■	■	■	■	■	
COASTLINE CHARACTERISTICS	SAND DUNES			■		■		■	
	CLIFFS/BLUFFS	■	■	■	■	■	■	■	
	ROCKY SHORELINE		■			■	■	■	
	SANDY BEACH	■	■	■	■	■	■	■	
EXISTING & PROPOSED FACILITIES	PROPOSED PICNIC UNITS	6	0	200	33	30	10	30	309
	EXISTING PICNIC UNITS	24	0	62	23	2	8	0	119
	PROPOSED CAMPSITES	5 ³	55	170	40	0	20	30 ¹	320
	EXISTING CAMPSITES	0	0	51	0	0	0	0	51
	PROPOSED PARKING SPACES	175	330	1000	450	445	80	305	2,785
	EXISTING PARKING SPACES	150	255	440	310	288	49	100	1,592
	MILES OF EXISTING HIKING TRAILS	.25	.25	1.5	.25	1.75	1.0	2.0	7.0
	MILES OF PROPOSED HIKING TRAILS ²	2.0	8.0	3.5	7.5	5.0	0	2.0	32.0
TOTALS									
SUMMARY CHART A		THORNTON	MONTARA	HALF MOON BAY	SAN GREGORIO AND POMONIO	PESCADERO	BEAN HOLLOW	ANDO NUEVO	

¹ Requires classification change of a portion of the reserve

² Includes proposed miles of hiking trails within the reserve

¹ Requires classification change of a portion of the reserve

² All campsites are open for bicyclists and hikers

³ The equivalent of 20 people

These large traffic volumes have contributed to much frustration for both local residents and visitors to the area. For the past three years, accident rates on State Highway 1 north of Half Moon Bay and State Highways 84 and 92 west of Interstate 280 have exceeded expected rates (as estimated by CALTRANS), for similar roads elsewhere in the state.

Park and Recreation Information System (PARIS) data developed by the State Department of Parks and Recreation indicates recreation deficiencies in camping and picnicking facilities on the San Mateo coast. The PARIS figures are intended to provide only a relative indication of recreation needs, and are not to be used as absolute numbers of facilities needed in San Mateo County.

The visitor attendance chart, figure 31, shows the popularity of the San Mateo Coast.

Recreation Facilities Needed
to Meet the Demands of Planning District 4*

	<u>Camping Units</u>	<u>Picnic Units</u>	<u>Boat Access Sites</u>	<u>Miles of Trail</u>
Total Facilities Needed:				
Year 1970	1,217	1,760	1,808	321
Year 1980	1,598	2,309	2,370	421
Year 1990	2,094	3,022	3,105	552
Existing Facilities:				
Year 1970	207	1,647	1,953	267
Year 1980	207	1,647	1,953	267
Year 1990	207	1,647	1,953	267
Additional Facilities Needed:				
Year 1970	1,010	113	-145	54
Year 1980	1,391	662	417	154
Year 1990	1,887	1,375	1,152	285

*Planning District 4 includes Sonoma, Napa, Solano, Marin, Contra Costa, San Francisco, Alameda, Santa Clara, and San Mateo counties.

Recreation needs, and visitor attendance are reasons for the traffic congestion problems.

The following information is supplied from the CALTRANS District IV office in San Francisco, summarizing planned highway improvements in the next five year plan. It should be noted all planned improvements are reviewed by the Metropolitan Transportation Commission, and priorities are based on needs of the entire Bay Area.

Highway 1: Improvements on Highway 1 include minor safety and operation minor improvements from Sharp Road to San Pedro Road, including widening existing 4-lane undivided roadway to a 4-lane divided highway within the next five years.

THORNTON STATE BEACH

<u>Existing Land Use</u>	<u>Proposed Land Use</u>
Sandy beach - 8 ha (20 a.); (3,200 l. ft.) sunbathing, beach play	Same
Bluffs; steep slopes - 72 ha (180 a.) hiking, scenic open space	Same
Thornton Valley - 2 ha (5 a.) picnicking, parking, hiking, open space	Addition of group camping in existing picnic area
Upper coastal terrace - 8 ha (20 a.) open space	12 a. - same; 8 a. - day use only

Chief Recreation Needs

Hike-in and group camping facilities; additional parking

Proposed Additions

Two parcels (___ ha; ___ a.) on upper coastal terrace and abandoned highway corridor between park entrance road and Mussel Rock (both areas are currently owned by CALTRANS)

Proposed Development

Thornton Valley

- 1) Parking: renovate existing 150-car parking lot to include bus loading zone.
- 2) Camping: permit up to 20 persons to camp in existing picnic area (by reservation only).
- 3) Administration: add small shop for park maintenance at existing restroom, north end of parking lot.
- 4) Interpretive facility: convert existing park office to interpretive facility.

Upper Coastal Terrace

- 1) Administration: construct new park office and entrance station on northern parcel.
- 2) Recreation development: day use only.

Bluff Area South of Thornton State Beach

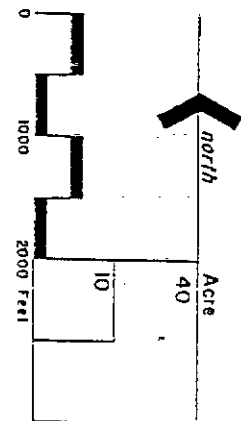
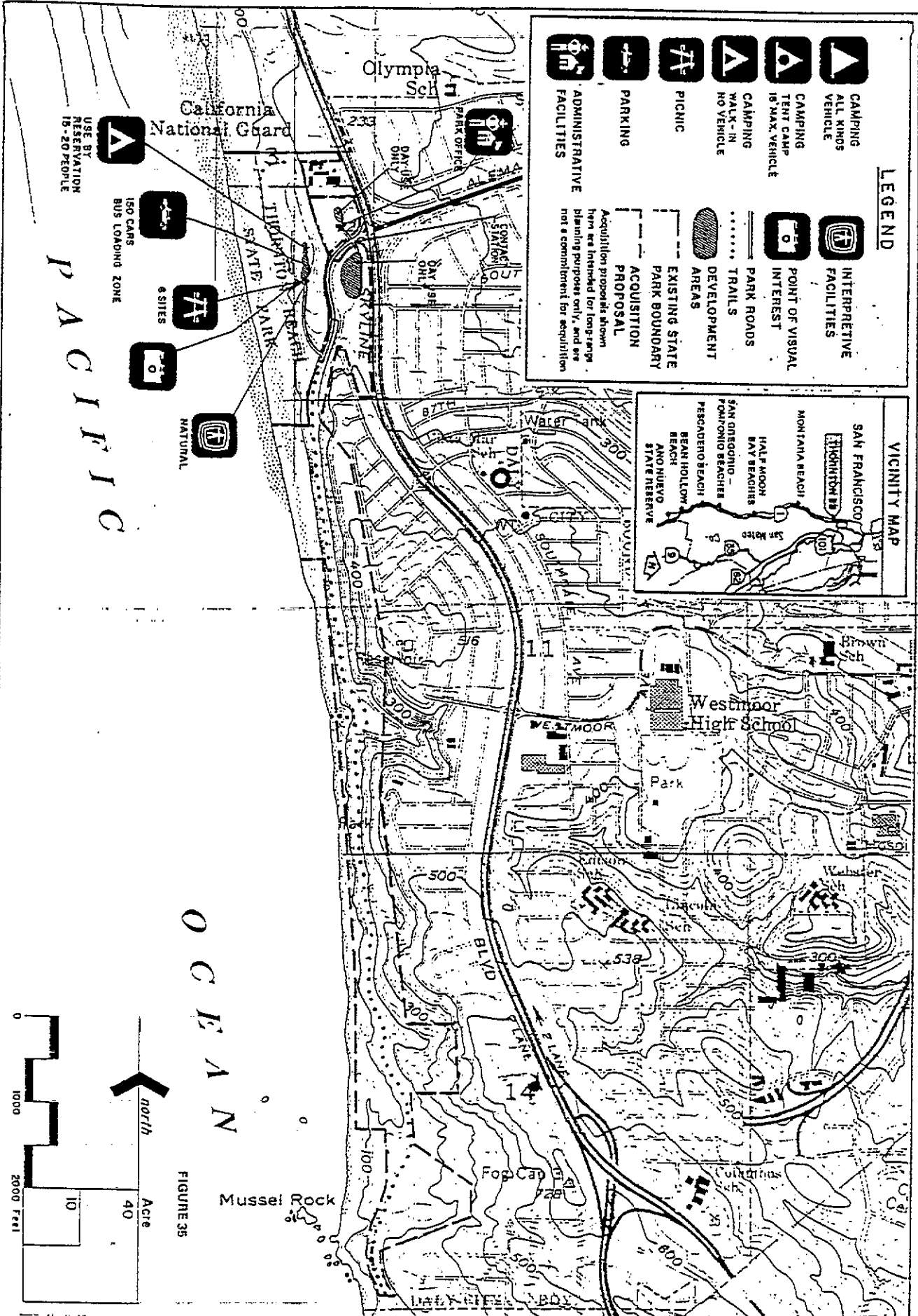
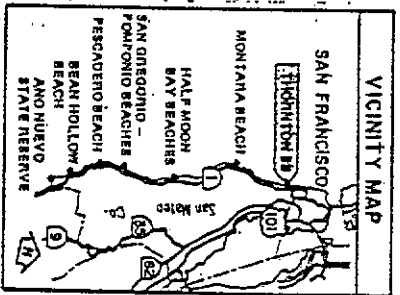
- 1) Trail: 2 miles for hiking trail only.

Off-Site

- 1) Signing: install signing to direct traffic to the SB from Highway 280, Highway 1, Skyline Boulevard #35, and Daly City Boulevard.
-

- LEGEND**
- CAMPING ALL KINDS VEHICLE
 - CAMPING TENT CAMP IS MAX. VEHICLE
 - CAMPING WALK-IN NO VEHICLE
 - PICNIC
 - PARKING
 - ADMINISTRATIVE FACILITIES
 - INTERPRETIVE FACILITIES
 - POINT OF VISUAL INTEREST
 - PARK ROADS
 - TRAILS
 - DEVELOPMENT AREAS
 - EXISTING STATE PARK BOUNDARY
 - ACQUISITION PROPOSAL

Acquisition proposals shown here are intended for long-range planning purposes only, and are not a commitment for acquisition.



OCEAN

Mussel Rock

FIGURE 35

SAN MATEO COAST AREA GENERAL PLAN THORNTON STATE BEACH		RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION		REVISIONS DATE CHECKED
DRAWING NO. 16843	PROJECT NO. 1	APPROVED DATE		